

The Automobile Speaks

It tells you what it is, what it requires and it asks to be treated fairly.

By Frederick C. Guerrlich.

No. 25.

TROUBLE LOCATING.

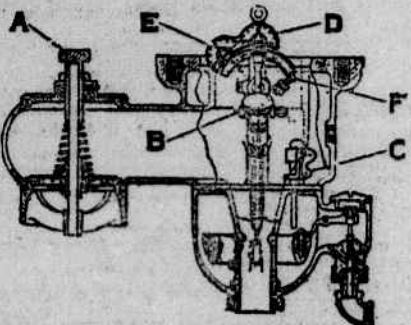
Having seen the places where trouble might occur, let us now see how to go about the locating of just where the trouble is. Trouble hunting consists of a process of elimination, both by reasoning and by testing. Gasoline engine troubles might be divided into a number of classes; namely, engine stops while running smoothly; engine fails to start; engine misses; engine does not develop full power. Let us first take up the sudden stopping of the engine.

ENGINE STOPS SUDDENLY.

Suppose the car has been running along finely at a good clip and then suddenly stops. What would we do? First of all, we would think of the three essentials, namely: compression, mixture and ignition, and then reason or talk to ourselves somewhat as follows:

Can loss of compression be the cause of the sudden stopping? Practically no. All four cylinders will not lose their compression suddenly and all at the same time, unless the cylinder head gasket, in the case of engines having a removable head, has blown out. So compression as a possible cause is eliminated.

Is mixture trouble the cause? It might be. Have we gas in the tank? Yes. Is the gasoline feed system working O. K.? Apparently. Was there a popping in the carburetor before the stopping of the engine? If "Yes," then we can be reasonably sure that the trouble is due to the feed of the gasoline to the carburetor. If "No," then we must look further.

25
BE

Can ignition have failed? Yes. Has the car vibration jarred our switch open? No. Is there any reason why the battery should be discharged? No. Did the car stop suddenly before as it has just done? Yes. What was the cause that time? Why so-and-so. Is that the cause of the stopping now? Let us get out and see. If, after an investigation, we fail to find the trouble to have been the same as the last time, then we will have to begin to look for the cause by examination and test. (From this paragraph you can see the wisdom of always knowing what it was that caused the trouble, and the remedy therefor, as it is quite possible that the trouble may again develop.)

Having failed to locate the trouble by reasoning, what shall we do next? First run over the wiring quickly and see that none has come off or is short-circuited, examining carefully all places where wires cross or rest against parts of the car, as the insulation may have worn off at one of these places.

The examination failing to show the trouble, what shall we do next? Compression being eliminated, we must see whether the ignition or mixture has failed. Let us first check up the ignition. How? When the engine is running, the current runs through the wire from the distributor to the spark plug and then gives a spark by jumping across the gap of the plug to the grounded portion, so if we were to take one of the wires off the plug and hold it about an eighth of an inch from metal of the engine, we will see a spark. If the ignition is O. K., when some one cranks the engine for us. Thus the first test to make is to take one of the wires from a plug, hold it about an eighth of an inch from the engine and get some one to crank the engine. If we get a spark, then we know that the ignition is O. K. and that the trouble is due to the mixture. If we do not get a spark, we know that the trouble is in the ignition system and can forget about the mixture.

Suppose we did get a spark. We know now that mixture is the trouble. Is it the adjustment? No. The adjustment will not go wrong suddenly, so we will not touch the adjustment screws. Are we getting gasoline to the carburetor?

Let us hold down the primer "C" and see if the carburetor will flood. If it does not flood, we can be sure that the trouble is in the feed, or that we are out of gas. If we have gas, let us remove the needle B and insert a fine hairpin in its hole. If the hole is not clogged, then we know that, either the feed pipe is clogged, or that the vacuum or pressure system is not working.

If the carburetor does flood, what then could be the trouble? Possibly water has gotten into the gasoline, so let us drain the carburetor and fill it with a fresh supply of gasoline and see if it will then run. We may even have to pour some raw gasoline into the cylinders through the compression cocks.

Sometimes, though rarely, the carburetor will come loose from the manifold, due to the bolts working back, and thus allow extra air to get into the mixture, in this way weakening it so as to cause a complete stopping of the engine. You will be able to feel this looseness.

HANDLEY-KNIGHT CAR NOW ON AUTO ROW

One of the latest additions in New York's automobile row is the Handley-Knight motor car, which will have temporary showrooms at 209 West Fifty-seventh street, near Broadway, under the able management of John O. Ekblom, who will distribute the car in the metropolitan territory. After October 1 permanent headquarters will be established at 1804 Broadway, near Columbus Circle. This company will maintain a service station at 102 West End avenue.

It was in 1919 that J. I. Handley first disclosed his plans and ambitions relative to a new Knight motor vehicle which he desired to become known as the finest in America.

As the inevitable first step in this direction manufacturing rights for such a car had already been acquired through the record for integrity and business policy of Mr. Handley, which was entirely satisfactory to the Knight American Patents Company, a fact that in itself becomes a warranty of worth and responsible dealership.

As the new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

The specifications of the Handley-Knight car include the Knight type motor, four cylinder, aluminum pistons, positive pressure feed lubrication system and thermo-cyphon system of water circulation.

The new company began to produce cars at the Kalamazoo, Michigan, plant, and owners throughout the middle West, where the car was first introduced, gave enthusiastic reports of the performance of their cars, predictions were made in the automobile industry of a bright future for this newcomer in the field.

MOTOR CAR TRIPS IN NEW ENGLAND

New Hampshire and Maine Roads Inspected by A. C. A. Official.

All of northern New England and the maritime provinces of Canada were covered in the last inspection trip made by the road car of the Automobile Club of America, O. M. Wells, chief roadman, New Hampshire and Maine road conditions are embodied in this report and the next will give the touring possibilities in New Brunswick and Nova Scotia. The east side trunk line from Portsmouth to Dixville Notch via Rochester, Oosteepe, North Conway and the Pinkham Notch is a good one, then up the Androscoggin Valley is all in good condition, the surface consisting of gravel road recently dragged.

The Crawford Notch road from Bartlett to Twin Mountain is beginning to show wear from the heavy summer travel, but is in quite passable condition and should prove excellent for fall travel, the recent rains having packed and leveled the surface and eliminated the ruts.

The road through Franconia Notch is in excellent condition and the same is true of all the approaches to the Notch. All the way from Boston, via Lowell, Nashua, Concord, Franklin and around through Laconia, Meredith and Plymouth the roads are in fine shape.

From Oosteepe to the top of the surface is poor. Construction is now going on between Melvin Village and Wolfboro.

Motorists should stay away from the side of Lake Umbagog unless it is absolutely necessary to make this trip, and then it is better to approach it from Center Harbor. From Center Harbor to West Oosteepe there is a gravel road almost perfect with the exception of about one hundred yards. This route forms a good connection between the Merrimack Valley and the Oosteepe Valley and central Maine points.

This route has the advantage of some very fine scenery. The best way to go from Portland, Me., to the White Mountains at the present time is via Cumberland Mills. West of the road from Portland, via West Falls, West Baldwin, Hiram, East Brownfield, Fryburg, Conway Center, Redstone and North Conway. This is all good gravel with the exception of short stretches under construction between Steep Falls and Standish and between the Hiram town line and East Brownfield.

To reach Augusta from Portland the shortest and best way is to go to Brunswick, then over a good hard surfaced road which does not pass through a village all the way to Gardner; then there is four miles of rough road to Hallowell and good surface from there on to Augusta. The route from Augusta to Rockland via Togus, South Windsor Corners, Coopers Mills, Jefferson and Winslow Mills to Waterville is all good gravel, with the exception of a very rough stretch about one mile long between Togus and Coopers Mills. The above road is a good summer road and can be used by motorists going east through Augusta if the objective point is Rockland; at the same time the best way to reach the shore route and the coast of Maine between Brunswick and Camden is to run south from Augusta.

Motorists going to Bangor had better go to Augusta and Waterville, as the bridge is being repaired at Belfast, making it necessary to use the upper bridge, which is two miles longer, and then a detour is necessary which is long and poor. From the bridge to Searsport the trunk line is entirely closed.

The road is closed between Stockton and Prospect. Motorists going to Bucksport and Bangor have to take a long and hilly detour to Prospect. From Prospect to Bangor the surface is excellent and as the motorist continues up the Penobscot Valley the views overlooking the river are very fine, with rugged hills on both sides and high mountain ranges towering in the distance.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

NEW AUTO LUBRICANT BRINGS FINE RESULTS

Phenomenal results in automobile lubrication are now being achieved through the untiring efforts of Dr. E. G. Acheson world famous for his accomplishments with the electric furnace and now reaping additional laurels from the happy combination of "defloculated" graphite and oil, a lubricant known as "Oildag."

Oildag is an oil which has been charged with defloculated graphite. The particles of defloculated graphite being so small and having been scientifically treated, remain in suspension in the oil indefinitely. This graphitic surface, which is practically frictionless, is formed by the amalgamation of defloculated graphite and the metal with which it comes in contact. The fact that an automobile can be run for a considerable distance without generating excess heat or without injury to the bearing surface, pistons and cylinder walls is entirely due to the graphitic surface, as has been proved time and again. If one will stop for a moment and consider what this really means in the way of a saving in repair bills and the consequent reduction in the cost of upkeep operation, the touring possibilities in New Brunswick and Nova Scotia. This route has the advantage of some very fine scenery.

Motorists should stay away from the side of Lake Umbagog unless it is absolutely necessary to make this trip, and then it is better to approach it from Center Harbor. From Center Harbor to West Oosteepe there is a gravel road almost perfect with the exception of about one hundred yards. This route forms a good connection between the Merrimack Valley and the Oosteepe Valley and central Maine points.

This route has the advantage of some very fine scenery. The best way to go from Portland, Me., to the White Mountains at the present time is via Cumberland Mills. West of the road from Portland, via West Falls, West Baldwin, Hiram, East Brownfield, Fryburg, Conway Center, Redstone and North Conway. This is all good gravel with the exception of short stretches under construction between Steep Falls and Standish and between the Hiram town line and East Brownfield.

To reach Augusta from Portland the shortest and best way is to go to Brunswick, then over a good hard surfaced road which does not pass through a village all the way to Gardner; then there is four miles of rough road to Hallowell and good surface from there on to Augusta. The route from Augusta to Rockland via Togus, South Windsor Corners, Coopers Mills, Jefferson and Winslow Mills to Waterville is all good gravel, with the exception of a very rough stretch about one mile long between Togus and Coopers Mills. The above road is a good summer road and can be used by motorists going east through Augusta if the objective point is Rockland; at the same time the best way to reach the shore route and the coast of Maine between Brunswick and Camden is to run south from Augusta.

Motorists going to Bangor had better go to Augusta and Waterville, as the bridge is being repaired at Belfast, making it necessary to use the upper bridge, which is two miles longer, and then a detour is necessary which is long and poor. From the bridge to Searsport the trunk line is entirely closed.

The road is closed between Stockton and Prospect. Motorists going to Bucksport and Bangor have to take a long and hilly detour to Prospect. From Prospect to Bangor the surface is excellent and as the motorist continues up the Penobscot Valley the views overlooking the river are very fine, with rugged hills on both sides and high mountain ranges towering in the distance.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

The gravel and dirt roads of eastern Maine are now at their best and rains do not affect them. In fact, a good hard rain makes them better.

AUTO SHOW TO BE HELD AT THE PALACE

Application blanks and diagrams of floor space for the twenty-second national automobile shows in New York and Chicago were sent out last Tuesday, Sept. 6. As usual the national shows will be held under the auspices of the National Automobile Chamber of Commerce, Inc., and under the personal supervision of S. A. Miles. The New York show will take place in Grand Central Palace, Jan. 7-14, 1922, and the Chicago Exposition Jan. 23-Feb. 4 in the Coliseum and Armory.

All applications for space to be considered in the first space allotment must be sent in not later than noon Oct. 1. Drawings for space in the automobile sections will take place at the offices of the National Automobile Chamber of Commerce, Inc., Thursday, Oct. 6. The drawing by applicants who are not members of the National Automobile Chamber of Commerce, Inc., will take place as soon thereafter as is possible.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S. A. Miles, manager, 386 Madison avenue, New York.

That there is considerable interest in the forthcoming show is evident from the fact that thirty space applications for cars were received before the invitations were sent out. The number of accessory displays this season may break all records. Information may be obtained from S